The Middletown Transcript.

VOL. XI. MIDDLETOWN, DELAWARE, SATURDAY MORNING, MAY 11, 1878. NO. 19

Hardware, Stoves, Tin, &c.

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TIN-WARE,

AND

Agricultural Implements,

AT

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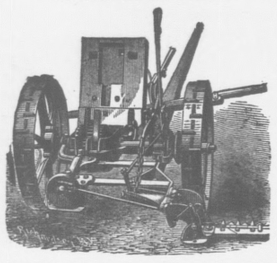

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LINDLEY & KEMP.

March 16, 1878.tf

Original.

Written for the Middletown Transcript.

THE GREAT WEST

As Seen by an Eastern Shoreman.

No 1.

At 9:05 A. M., on Friday, June 8th, 1877, the writer, in company with a brother quill driver, whom I will call Squibs, rolled out of the St. Louis Union depot, on the St. Louis, Kansas City & Northern R. R., intent upon seeing some of the beauties, the advantages, the disadvantages, the big things and the little things of the "Great West" beyond the Mississippi. There was nothing about the train on which we were passengers different from other western trains. The forward car was beclouded with the usual fog of tobacco smoke, the next car contained the usual number of mothers with restless babies, seeking new homes in a new land, and a sprinkling of young men, crowded out of the East by the pressure of hard times, going to the "promised land" (see Western Railroad guides); some in search of work at remunerative wages, others in search of wealth without labor. In the rear of the train was the usual Pullman sleeping coach, with the usual dandy conductor with the usual waxed moustache and paste diamond pin and shadowed by the usual impudent negro porter with the Great Mogul air, whose good graces were only purchasable at fifty cents an hour.

After an hour's run we came in view of the great Missouri—always muddy, always swift—spanned by an iron railroad bridge, which, with the approaches, is more than a mile long, and is, perhaps, one of the finest structures of the kind in the country. We slacken speed now and move over this great bridge no faster than a man would walk. The iron rods and beams creak and rattle and sway as the train glides slowly along, and so great is the height it makes one's head dizzy to look out and down at the swift flowing river below. As we come on the bridge by a sharp curve we see, on the opposite side of the river, nestling down below the bluffs, the quaint city of St. Charles, which was founded by Laclede, and is older than St. Louis. It is twenty miles from the latter city, contains about 5,000 inhabitants, and is a place of active business. A large portion of the population are Germans, and Friday being the wash-day of this people in the West, the grounds of the numerous one-story cottages are white with family linen. A number of bright, cheery Missouri girls, with lunch baskets, came into our car here, and, for the next two hours, kept up a chatter like a dozen magpies. They were so pretty, and bright, and cheerful, and chatty, that when they left the train, during the afternoon, Squibs said it was like shutting off the sunshine.

Some of these North Missouri villages of modern construction are novelties in their way. They straggle out on either side of the railroad, generally consist of one-story frame buildings, with a half acre of ground to each building, and many of them with rude signs upon them reading as follows: "Hotel," "Lager Beer," "Grocery & Beer Saloon," "Grocery," "Beer Saloon & Grocery," etc. Three saloons and two groceries to one dwelling is a fair average for some of these embryo cities.

Our stopping-place for dinner was Montgomery, which we reached at 1:15 P. M. I had good reason to remember that dinner during the remainder of the day, because I had supplemented it with a piece of gooseberry pie, the first of the season, in which sugar had been very sparingly used and the crust of which was entirely innocent of shortening. The dinner was 75 cents, and Squibs and I thought all the afternoon we had received the full equivalent of our money. After leaving Montgomery, where the train was a little behind time, we made a rapid run up the North Missouri, past fertile fields of waving grain, forests of heavy timber, herds of fat cattle and splendid horses, rich iron and coal mines; past Moberly, with its numerous machine shops and iron works, looking beneath its canopy of black smoke like a second Pittsburg. The car and repair shops of the North Missouri Railroad are situated at this point and give imployment to a large number of people.

In the early twilight our train reached Lexington Junction, our stopping-place for supper, where the down express was lying and the passengers taking refreshments. This train was the bearer of bad news, which was soon communicated to us. Owing to the recent heavy rains, causing a rapid rise in the river until it was "out of its banks," six or seven miles of the road was under water, and to such a depth in some places as to have threatened the fires of the engine which had just come through with great difficulty. The water was reported as still rising at the rate of an inch per hour, and the time being in the darkness of the night, the conductor of our train deemed it prudent to stay at this junction, which is about 50 miles from Kansas City, until morning, and the train was run upon a side track. There being no hotel accommodations at the junction, save an eating house or two, and every section of the through Pullman sleeping coach being taken before the train left St. Louis, the day-coach passengers were compelled to make the best of the car seats as substitutes for beds. The weather was quite cold, though it was the 9th of June, and the wind whistled over the car like the blasts of December. A brakeman soon had a roaring fire in the only stove in our car, but the seats in the vicinity of it being given to the ladies, the masculine passengers were gallant enough to take "back seats" and shiver. Squibs and the writer being without overcoats passed an uncomfortable night.

Early in the morning we left the car to take an observation of our surroundings, and found Lexington Junction contained a fine depot building, the usual varied assortment of saloons and groceries incident to a western village, and several dwellings. A few miles away, but in full view upon the high bluffs of the opposite side of the river, lay the city of Lexington, famed for her fine educational Universities and also as the scene of a battle during the late civil war, where Col. Mulligan surrendered to the Confederates under Gen. Price, after a long siege.

While we were taking breakfast at the Junction another train arrived from St. Louis, and an engine was dispatched up the road on a tour of observation and soon returned with the unpleasant information that the road was under water for many miles, and that it would be impossible for the trains to get through. The Railroad officials were at once besieged for information, while a number of rumors in regard to our disposition were set afloat, one of them being to the effect that we would have to stay here until the water fell. As it was still rising this was not pleasant information, and Squibs said before he'd do it he'd walk back to St. Louis. Information was finally gained from the officials that we were to be run down to Lexington and taken thence to Kansas City by a narrow gauge railroad, on a train which was supposed to start some time during the afternoon (if it was not washed out,) and soon the welcome sound of "all aboard" was heard again and we were off upon a branch road for Lexington.

We soon reached the river, where the water was far out of its banks and flowing swiftly through the corn and wheat fields. At the water's edge our party were piled, baggage and all, into a number of vehicles of various sorts, shapes, sizes and ages; whirled round the shore through swift flowing sluices, "washouts" and ditches, where the equilibrium of the vehicle was threatened every moment, until a ferry boat was reached, which finally landed us upon the other side of the river, and mounting the wagons once more, we were whirled up the bluff, through the streets of Lexington and over a most abominable road, containing the largest and stickiest of mud holes, till a mile in the country we drew near the river again and reached the narrow gauge (called "narrow *gouge*" in the west) railroad. The depot and portions of the track of this road had suffered from the flood near town and a temporary depot had been established a mile in the country; the spot being marked only by an oak tree and a pair of bars.

During this memorable trip from Lexington Junction to Lexington City we had among our happy little band of belated travelers no less a personage than Brig. Gen. Price, who was in command of the Confederates at the siege and capture of Lexington, during the war. Price is, or was at the time of which I write, a very hale and pleasant gentleman of perhaps, sixty-five or seventy years, but he looked much younger. He was quite gray but as straight as an arrow and stepped off as lively as a man of twenty. While crossing the river in front of the town, he gave us much information about the battle and pointed out the college building in which Col. Mulligan, with the Federal force was fortified. Lexington is a city of perhaps, 5,000 inhabitants, and is built upon the high bluffs of the Missouri. It is the seat of several Universities, the centre of an extensive and productive agricultural section and a place of considerable trade. It is also a great hemp centre, and during the siege, bales of this fibre were used by the Confederates as breast-works, proving very effective in resisting bullets.

Squibs named our place of waiting "Oak Tree Station," and, as the train was not expected for some time, the writer, in company with a St. Louis drummer, ascended a steep hill for the distance of the fourth of a mile, where a farm-house was perched, in seearch of bread and milk. Just as we reached the summit, tired and panting, four lean, savage dogs, came bouncing over the yard fence, and the writer well knowing the vulnerability of drummers in general, and St. Louis drummers in particular, insisted that the other fellow should lead the procession; but he hesitated and at that moment the train came puffing round the curve below, which caused us to make a hasty descent through mud and brush to "Oak Tree Station." We arrived at the foot of the hill out of breath and still hungry, and our companions had the laugh at our expense. Missouri is, perhaps, the only State in the Union that can produce a swamp upon the side of a steep hill, but this is frequently found in Northern Missouri owing to a kind of clay underlying the soil which is impervious to water. A hole dug in the ground is just as water-tight as a cemented cistern.

The narrow gauge road from Lexington to Kansas City runs through a beautiful farming country. On every hand spread broad fields of waving grain and green pastures; though some of the farms bordering on the river were flooded, crops destroyed and the late tenants encamped upon the bluffs with their household effects. A few houses had been washed from their foundations and were secured by ropes to trees along the bluff. Occasionally a family could be seen with a stove and some bed clothing encamped beneath the spreading branches of a tree, gazing at their flooded fields and, perhaps, the roof of their late happy home sticking above the water on the low lands. These "bottom lands," as they are called, are said to be very productive, frequently yielding the farmer large returns for his labor, but it struck the writer very forcibly that farming them was extremely uncertain. Squibs remarked, if he lived in that country he would always have a batteau at his bed-room window.

The narrow guage road from Lexington to Kansas City passes through Independence, once noted as a frontier town. It was the great "fitting out" point for the far west, in old stage-coach times, and on that account a place of much business activity during certain seasons. The Mormons tarried here for some time and commenced the construction of a temple, the ruins of which are still standing.

It is a short run from Independence to Kansas City, and at 6 o'clock in the evening our party reached the latter place; tired, dusty and hungry.

The Inventor of the Phonograph.

HOW A TELEGRAPH TRAMP ASTONISHED THE BOYS.

"I first knew Tom Edison," said Mr. Stewart, "in 1866. At that time I was an operator in Tennesses. Tom was employed by Colonel Coleman, the superintendent of the Western Union office in Memphis. He was a gawky boy, about eighteen or nineteen, and was reading everything about electricity that he could pick up. He had a lean and hungry look, and always seemed to be under the influence of some secret excitement. He had got into his head the idea of sending duplex dispatches, and all his spare time was devoted to experiments in the office. Coleman stood it for some time, but at last began to growl. He allowed that Tom was crazy, and said that 'any damned fool ought to know that a wire can't be worked both ways at the same time.' He declared that he wouldn't have Tom pottering around the office with such silliness, and finally discharged him in disgust. The boy went back home to some town in Michigan, and I lost track of him.

"Some time afterwards I was transferred to the Boston office. At that time wire No. 1 as it was then called, was considered the crack wire of the country. The fastest men were working it. For some cause the operator in Boston resigned. It was difficult to find a man to take his place. A half dozen fellows tried it, but found it too much for them. One after another they dropped it like a hot potato, and sloped, wiser than when they came. There was a man in the office named M. F. Adams. He thought the world of Tom Edison, and recommended him to the place, vouching for him as a first-class operator. G. F. Milliken, the manager, telegraphed to the little town in Michigan, asking Tom if he would come on and accept the position. Tom answered yes, and without further words started for Boston, via the Michigan Central and Grand Trunk railroads. In running through Canada he got snowed under, and was kept on the track in one spot twenty-four hours, cold and hungry, without a bed. As usual, he owned but one suit of clothes, and that was on his back. Unfortunately, it was a summer suit He might have frozen to death had he not bought an old rough roundabout overcoat from a Canuck railroad laborer. But he finally got through all right.

"I was in the Boston office when he arrived and I must say," continued Mr. Stewart, "he was the worst looking specimen of humanity I ever saw. The modern telegraph tramp isn't a marker. He wore a pair of jeans breeches six inches too short for him, a pair of very low shoes, the Canuck jacket, and a broad-brimmed butternut hat, a relic of his life in Memphis. The wide rim was badly torn and hung down so that you could see his ear through the opening. There was the slighest trace of dirt on his upper lip, that he called a mustache. His hair hadn't been combed for a week, and he wore the blackest white shirt that was ever seen on the back of a human being. Nervously pinching his upper lip—a habit that he had—he inquired for the manager, and was sent to Milliken.

"Are you the boss?" Tom asked. Milliken smiled and said he was the manager. Tom then introduced himself, and asked when they wanted him to go to work. Milliken stared at him as though he couldn't believe his ears, and said, 'At half-past five.' It was then well along in the afternoon. Tom began to look around the office for a clock, and Milliken said, 'Young man, you have to work a pretty heavy wire.' Tom gave what he called his moustache an extra twist, and with all the assurance in the world, blurted out, 'All right, boss; I'll be here at half-past five.' He sloped so quick that it made Milliken's head swim.

"The operators burst into a peal of laughter. They had seen and heard everything, and their remarks were anything but complimentary to Tom. 'Oh, said one of them, 'he won't last as long as that Jerseyman that tackled the wire the other day.' 'Why, that fellow can't read by paper, let alone by sound,' shouted another. A third declared that Tom was the 'worst he ever saw,' and when a fourth wondered 'whether the walking between Michigan and Boston was very good,' there was a general roar.

"Well," continued Stewart, "5:30 came, and so did Tom. Everybody was on the *qui vive*. Milliken was just taking from the vault the supply of blanks for the night operators. As Tom came up he pointed to a pile of them, saying, 'Take what blanks you want, and I'll show you your table.' Tom innocently picked up the whole bundle and followed Milliken to his table. The operators began to grin and snicker. They all thought that he would get bounced after trying to catch one message. It was the No. 1 wire to New York. Jerry Borst, then considered one of the fastest senders in the country, worked the New York end. As Tom seated himself he heard the call 'B., and turning to Milliken, asked if that was the call for Boston. 'Yes,' replied the manager, watching Tom's movements with intense curiosity. Thereupon Tom opened his key and ticked the answer, 'I, I!' Jerry began to 'whoop 'em up' in his best style, and every eye was turned on Tom. He displayed no anxiety, but kept right along at his work as though he had been taking Jerry all his life. For four mortal hours did Jerry keep it up a hundred pounds to the square inch, and four mortal hours did Tom take it down in a handwriting as neat and plain as reprint. For the first time in his life Jerry had rushed it until he was tired without a break from the receiver. He was astonished. When he had finished, the following passages passed between them:

FROM JERRY.

Who the devil are you, anyhow?

FROM TOM.

I'm the new man. My name is Tom Edison.

FROM JERRY.

Well, by [ripper—REP.], you're the man I've been looking for for the last ten years, and you're the only man I ever found could take me without a break. Shake.

"And they shook. The astonishment of the boys in the office was unbounded. There was no more gibing nor snickering. Everybody was Tom's friend at once. The next day Milliken picked up a sheet of Tom's manuscript, and reflectively stroked his long beard. 'I never saw such pretty copy,' he said. 'He's as good an operator as I ever met."—*New York Sun.*

THE YOUNG HEIR.—She had invited him to stop to supper and he was trying to appear easy and unconcerned, while she was on her prettiest behavior.

"Have you used the sugar, John?" inquired the mother, in a winning manner.

"John don't want no sugar," ejaculated the young heir, abrubtly.

"Why not?" inquired the father, curiously, while John, in his surprise, swallowed a bit of toasted crust, and nearly cut his throat open.

"Cos he don't," explained the heir, in an artful manner. "I heard him tell Mary last night—"

"You keep still," interrupted Mary, in an hysterical manner, while the young man caught his breath in dismay.

"I heard him say," persisted the heir, with dreadful eagerness, "that she was so sweet he shouldn't never use no more sugar any more—an' then he kissed her, an' I said I'd tell an'—"

The young heir was lifted out of the room on his ear, and the supper was finished in moody silence—*Pittsburg Gazette.*

Report of Late Committee on Freights' Made to the Peach Meeting at Middletown, Del., Feb. 18th, 1878.

MR. CHAIRMAN:—The former committee on freights, from their investigations having obtained some insight into the affairs of the producer and transporter of the Peninsula, believe that it is for the general interest that their views be produced, in order that, if sound, there may be a further extension, and perhaps leading to some practical means being agreed upon to better our condition.

At first, we wish to institute a comparison between the pecuniary condition of the business and landed interest of this Peninsula, and that of the railroad whose interest it is claimed, officially, is identical with our own.

We believe there can be made out the most clear case of extortion against the P. W. & B. R. R. Co., towards its customers generally, as well as towards the peach growing interest.

Under the broad light of the events of the past few years, when men, cities, states and nation forget the simple rule of honor in regard to obligations, under the urgent temptation of suffering, and well-nigh necessity; when debt everywhere threatens to envelope and extinguish titles all over our land, we ask that the corporation which exacts from impoverished business and burdened real estate six times the average earnings of capital in the United States, shall not be held lightly excused.

As evidence of the suffering of our own interest, we assert, notwithstanding the report of correspondents greatly to the contrary, that ten trees in our section are being taken up for every one planted.

So demoralized are business affairs upon our Peninsula that a called loan of half the value of a property carries a change of possession, and from the multitude of such occurrences there is a surplus of real estate upon the market. The merchant, the local manufacturer, the laborer, all suffer identically with the owner of the soil.

After having slightly outlined the terrible picture existing of estates crumbling as "in the air" under the solvent of ruin, let us look for like indications into the very bowels of this soulless embodiment, whose talk is of "kindred interests," but whose relations truly are made selfish and much less than kind.

From Poor's Railroad Manual, the most important private statistical work on the globe, which is in every general business office and in the hands of every public man, quoted and authority everywhere, we collate some general remarks before opening to the report of the company in interest.

Speaking in gross of railroads the manual states: "That while the total earnings from all sources have fallen off in the last five years $5,807,546, the net earnings have increased $946,314." This increase "has been due chiefly to the great economies practiced in *conducting operations*."

It can be shown that the P. W. & B. R. R. towards this satisfactory aggregate, has contributed more than an average amount, perhaps the highest in the whole list.

To show that reductions in charges upon the general shippers have been the general order (though, as we are aware, not the course of the P. W. & B.), we quote from the same authority:

"The earnings from transportation of freight, mails, etc., were upon 197,082,000 tons. As compared with the previous year the tonnage transportation shows an increase of 6,072,000 tons, while the earnings show a decrease of $2,822,858. This decrease is wholly due to the great reduction in the *rate* of transportation. In New York, which fairly represents the Middle States, the earnings, per ton, per mile have decreased from cts. 1.77 in 1871, to cts. 1.19 in 1876."

Consequently, shippers generally have been relieved about 40 per cent.

"Since 1871 $200,000,000 have been invested (uselessly and prematurely) in the United States. Yet with this vast increase of capital and enormous reduction in the rates of transportation the railroad have yielded for 1876 a net return of over 3 per cent. on the amount invested.

By reason of these immense general reductions in freights the eastern farmer has seen his profitable market for grain, etc., taken away from him, and although by means of inventions, and the shrinkage of values, which enables transportation charges to be so much lessoned, yet the P. W. & B. R. R. Co., yield to us so needful corresponding advantages, such as the western farmer has of a reduction of expenses. The charge on a bushel of grain from Chicago to the East, is a little less than two freights from Middletown to New Castle, twenty miles, our nearest shipping point.

Poor's report further says in behalf of railroads: "In the meantime the depression itself has not been without its uses. It has necessarily led to the utmost economy in the management of our railroads, and to the adoption of every method by which cost of transportation has been reduced nearly *one-half* within a period of five years."

This general statement, if found to be particularly true in regard to the diminished cost of services to the P. W. & B. R. R. demonstrates the injustice of the inconsiderably, or not at all diminished charges to our oppressed industries.

Opening at page 287 we find the annual report of the P. W. & B. R. R.

Aggregate Earnings	1876	$3,456,136
" "	1875	3,046,071
" "	1868	2,451,959

A comparison running through ten years, giving the lowest as well as the highest figure. Showing a much larger sum earned of late, and, as we will show, at continually reduced expense.

We note that in 1868 their lowest exhibit, taking ten years, that there was a total failure (the only one) of our Peninsula crop.

Net income account—Balance Surplus	$795,382.59
Deduct Renewal Fund	250,000.00
Surplus	$545,382.50

While among the charges against receipts are: Equipments and Improvements, $365,836.13; Dividend of 8 per cent., $923,960.

Poor's manual says: "The unusual expenditures, $365,836.13, were charged to revenue, the items as follows: Additional equipments, $206,843.39; fences, $11,566.35; new sidings, $47,234.60; other items, $27,191.79."

This grand item of equipments and improvements, $365,836.13, is so much added value to the capital stock, and represents 3 per cent. upon it.

The renewal fund, $250,000, also is clear surplus, and enhances the stock value and represents 2½ per cent. This fund was started in 1872, and the major part goes into renewing the Susquehanna and bettering other bridges, and was commenced for meeting extrordinary expenses of the company. The company have to their credit also, stocks and securities, $1,291,091.

To make satisfactory that none of these items are for ordinary repairs. We give the following showing:

	DR.
Gross Earnings,	$3,305,437
	CR.
Maintainance of Way,	$230,000
Rolling Stock,	208,000
Transportation,	1,160,000
Miscellaneous,	52,000
Net Earnings	$1,655,437

or 14½ per cent. upon capital stock after all ordinrry and usual expenses and extraordinary salaries are provided for.

This bonanza company do not keep all their eggs in one basket. As a cover for the inconveniently increasing spoil.

First, there is the surplus fund, $545,-322.50; second, renewal fund, $270,000; third, equipments and improvements, $365,-836.13; fourth, stocks and other securities, $1,290,091; fifth, there is stock of Del. N. C. & W., and N. C. & F. R. Rs., $743,251, or a total of $3,215,560.63 of earnings added to the property of the stockholder and the amount might fairly be much increased by analysing from the reports the amount expended in previous years under the head of Renewal Fund and Equipment and Improvements. "All renewals of track made with steel rails."

We have one more exhibit from the Railroad Manual:

In 1876, there were tons moved one mile on P. W. & B.,	38,094,439
" 1867, " " " "	15,457,486

or, an increase in nine years making the business done 250 per cent. greater!

In 1876, operating expenses were..	$1,651,603
" 1867, " " "	1,475,545

Showing a decrease of transportation expenses of more than 60 per cent. In 1876 it was 4 1-5 cents per ton per mile, and in 1867, 9½ cents, or a 12 per cent. gross increase in expenses, where amount of business done is more than double.

A corporation which so inverts the natural and conscientious order as to ordain its season of greatest prosparity in the times of greatest hardship and suffering of its "kindred interest" producing co-operator, needs some high impartial regulator to redress reasonably its exactions, rebuke its wrongs, and warn of the severe consequences.

In further answer to the claims of President Hinckley, that reasonable reductions have been made, let us state that the early charges of the R. R. Co. were based upon an experiment. The business was in its infancy, and ten cars per day were scarcely expected. It is much more fair to compare with the general cost of transportation on other roads making all allowance for difference in the mode of conducting business.

Nevertheless we will go back to the early charges of the company. In 1867 their charge was $132 per car, or computing in gold, $94.00. In 1870 their charge was $119 per car, in currency, or $101 in gold. In 1871 and 1872 their charge was $95.50 in currency, or $86.00 in gold. In 1875 the charge was $85.00 in currency, or $75.00 in gold.—In 1878, if the same ratio is to be preserved as existed last year, apparently by the small premium of the present, the real charge will be $85.00 in gold, or an *advance* of $10.00 per car, over the year 1875.

In this reduction of $9 per car, comparing 1867 with the present, commensurate with the vast increase of business since. Is a reduction of less than ten per cent. acceptable when expenses to the railroad have declined in a much larger proportion, and that too when early rates were experimental.

We challenge any different rendering of the fac's in the above statement.

A comparison of the corn with the peach rates of this road, and also of the peach rates of the Baltimore and Ohio, was had last year. It will suffice to repeat that the B. & O. carry on trains, requiring from the difficulty of their road bed, twice the locomotive power used on our road, at the rate of $30 per car for the same distance as is New York from Middletown.

We must award to the B. & O., even at these rates with small number of cars carried, commendation for their greater promptness in settling for any delays or damages.

Having partially sketched our wrongs, and appealing for a change of treatment so unreasonably formed against our financial welfare, let us open to the short chapter of remedies.

First. We have the business alternative of shipping at least all plain fruit by water, where hauling to boat landings is not more than five or six miles, with the certainty of advantage from the experience of many enterprising shippers. We could so cull our fruit, sending the best by rail as to make it feasible to have but a light freight on the residue which is so little able to bear it.

Those living considerably east or west of the railroad are aware of the difference in outlay between the cheap water carriage and land carriage with its high rates and large expense of cartage from want of terminal facilities. They have made arrangements which are considered permanent while excessive charges continue, and with their co-operation every grower could ship, reasonably a large proportion of his crop.

From Philadelphia transportation is much cheaper into the interior of Pennsylvania, and to New York, than rates allowed the grower. There need be little fear of unduly overloading Philadelphia market, as the difference in shipping expense gives a big margin over the peaches shipped under President Hinckley's schedule, from the orchards. His high charges are but an introduction to the highest rates over all connecting routes. Not only does the P. W. & B. strip us much as possible, but in delivering to other roads there is an invitation, or a compulsion, to do likewise, or why do the Pennsylvania and Reading roads charge so much less to Philadelphia speculators, than to us for freightage to the same points?

Second. The recent decision of the Supreme Court in the case of the Chicago, Quincy & Burlington Railroad completely establishes the right of any Legislature to regulate the charges of common carriers to a reasonable compensation, whenever they are not protected in their charter in the nature of a specific contract.

Chief Justice Waite, delivering the opinion of the Court, said:

"When, therefore, one devoted his property to use in which the public has an interest, he, in effect, grants to the public an interest in that use, and must submit to be controlled by the public for the common good."

Again:

"Enough has been said to show that, when private property is devoted to public use, it is subject to public regulation."

The charters now held by the P. W. & B. were granted in the dark ages of railroadism, and contains a provision which Chief Justice Waite said: "might prevent legislative control." It is a maximum provision of charge upon freights.

Admitting that this doubtful language puts out of the question the plan of reasonable regulation by our courts, yet the wisdom of our fathers provides a legal, just, and morally legitimate recourse for the accomplishment of brushing away a contract not intended to be everlasting, and certainly long since made obsolete so far as its provisions were intended as a protection to our people; by the means of these great and recent discoveries in science and mechanic arts, which have had for no secondary effect the creation and extension of internal rail communication. The conditions now is that even natural watercourses are in rivalship with railways at a disadvantage.

Improvements in everything which enter into the supply of railroads have gone far beyond the foresight of our forty years ago rulers. The cheapness of transportation (as a general fact) would be incredible to them. The small sum charged as freight on a bushel of grain from Chicago to New York would have been coupled by them with the wonders of the telegraph.

It is unreasonable as our progenitors knew, that men can make business contracts, intended to last forever, reaching and controlling business affairs in their essence, from the ignorance and crudities of a primal state, to its intelligent improvement, extention, and ramification everywhere, undying bodies being the parties, and unborn generations one of them.

The condition of perfection has long been reached, if such an obligation is just to be kept, or valid to be enforced, but reasoning on the obligation of contracts, and the inviolability of vested rights is useless here, there is no such question. When the individual corporators invested their capital here they were aware of the provision of our State Constitution (an acknowledgement of fallibility of man) that "no act of incorporation shall be hereafter enacted without etc., etc., and with a reserved power of revocation."

It is at present only the question of the proper time when a sovereign State should renew a contract governing the essential business interests of her people and her greatest corporation, which practically is a perfect monopoly. Can it be possible that a maximum made for the protection of the public, in the days of stage coaches and water barges, is fitted to the same purpose in the days of Bessemer steel rails, lasting fifty years, costing $43 per ton ($225 in 1867), and improved rolling stock and forty-fold increased business.

Shippers and receivers of merchandise have been antagonized by unfair treatment within the last thirty days. Special rates, the grantees pledged to secrecy, have been freely awarded to citizens of another State, and when the knowledge that these contracts were to be had became public, and Delawareans seek to share the advantages given to others, all special terms are withdrawn.

We believe that the period, looked to by our State Constitution, has arrived; that in the rapid march of invention and discovery the limited contracts so made are unfitted longer to protect us from extortion and discrimination. So universal is the cause for dissatisfaction that we believe all citizens will hear, should we appeal, and pursue the legal and honorable course open for our common relief. Peach growers have been specially burdened in order to coerce them to vote, to tax, and to govern by railroad direction. Let us league ourselves with others to be rid of unjust, crushing tribute, and harsh dictation by peaceful, quiet and orderly methods.

SALE OF ASHTABULA RELICS.—The unclaimed relics of the great railroad accident at Ashtabula, Ohio, were sold at auction at that place, last Tuesday. The articles were displayed on a table for the examination of bidders, and the most valuable ones were sold separately, while those of little value were placed together. The articles were, as may be imagined, various, consisting of jewelry, charred books, china, pieces of cloth, photographs, letters, keys, &c. Nearly all showed marks of the terrible accident. While the auctioneer was disposing of a burned watch, a young lady present, a Miss Stockwell, suddenly leaned forward on the table, and anxiously reaching with her hands for the time-piece burst into tears, exclaiming that it was her father's, A. H. Stockwell, formerly a hotel landlord at Ashtabula. He was on the train, and nothing which belonged to him could be found by diligent searchers until his daughter discovered this article, which by some oversight she had overlooked heretofore when examining the things in the coroner's possession. The remains of Mr. Stockwell were never identified. Below will be found the price obtained for some of the articles, the bidders being mostly inhabitants of Ashtabula and vicinity: A gold pen, partly burned, together with one of Conductor B. Henn's checks, forty cents; oride watch, twenty cents; bunch of keys, fifteen cents; locket, five cents; lot of trinkets, ten cents; metal car trimmings, melted, twenty-one cents. An Ulster overcoat brought $5. Mrs. Potter, of Painesville, bought and odd stocking which belonged to her dead brother. The proceeds of the sale amounted to $42 03, not enough to pay the expenses of advertising and sale.

TO SEE HIS UNCLE HANGED.—"Please, sir, I'm a poor little nigger from Schohrie going to Fonda to see my uncle hung; can't you pass me free." This appeal was made to the conductor of a train on the Central Road on the day of Sam Steenburgh's execution. The petitioner was Charlie Steenburgh, a bright colored boy of some fourteen summers.

The horse, White Cloud, has been levied on in Atlanta for debt.

The Middletown Transcript

MIDDLETOWN, DEL.

SATURDAY MORNING, MAY 11, 1878.

Select Poetry.

"MOTHER'S FOOL."

"'Tis plain to see," said the farmer's wife,
"These boys will make their mark in life;
They never were made to handle a hoe,
And at once to college they ought to go,
Yes, John and Henry, 'tis clear to me,
Great men in this world are sure to be;
But Tom, he's little above a fool—
So John and Henry must go to school.

"Now, really, wife," quoth Farmer Brown,
As he sets his mug of cider down,
"Tom does more work in a day for me
Than both of his brothers do in three.
Book learnin' will never plant beans or corn
Nor hoe potatoes, sure as you're born—
Nor mend a rod of broken fence;
For my part, give me common sense."

But his wife the roost was bound to rule,
And so "the boys" were sent to school;
While Tom, of course, was left behind,
For his mother said he had no mind.
Five years at school the students spent,
Then each one into business went.
John learned to play the flute and fiddle,
And parted his hair (of course) in the middle.

Though his brother loooked rather higher than he,
And hung out his shingle—"H. Brown, M. D"
Meanwhile, at home, their brother Tom
Had taken a "notion" into his head,
Though he said not a word, but trimmed his trees,
And hoed his corn and sowed his peas;
But somehow, either by "hook or crook,"
He managed to read full many a book.

Well, the war broke out, and "Captain Tom,"
To battle a hundred soldiers led;
And when the enemy's flag went down,
Came marching home as "General Brown."

But he went to work on the farm again,
Planted his corn and sowed his grain,
Repaired the house and broken fence,
And people said he had "common sense,"
Now common sense was rather rare,
And the State House needed a portion there;
So our "family dunce" moved into town,
And the people called him Governor Brown;"
And his brothers that went to the city to school
Come home to live with "mother's fool."

Miscellaneous Adv's.

J. T. GEARS & CO.,
Middletown, Del.,
MANUFACTURERS OF
Farming Implements, etc.

WE HAVE CONSTANTLY ON HAND PLOWS, HARROWS and CULTIVATORS, and will make wagons to order in the very best manner.

Jobbing of all kinds, prompt, neat and cheap.

A full line of
CASTINGS ALWAYS ON HAND.
HORSE SHOEING.

On and after this date we will do plain shoeing at $1 Cash, or $1 25 credit. A slight advance on above prices for shoeing horses that interfere.

Having increased our facilities for manufacturing and jobbing, and having determined to turn out only good work, and at prices to suit the times. We respectfully solicit a share of the public patronage in our line.

Middletown, Del., March 9, 1878.-tf

TREES! TREES!
PLANTS! PLANTS!

A FULL LINE OF NURSERY Stock of all kinds at low prices, at MIDDLETOWN
NURSERY AND FRUIT FARM,

Consisting chiefly of Fruit, Shade, and Ornamental Trees, Osage Orange, Blackberry, Raspberry, Strawberry, Asparagus, Rhubarb, Sage and other plants. Tomato, Cabbage, Egg, Pepper, and various other plants in season.

Special attention is called to the fact that we have a large lot of desirable shade trees, which *must* be sold this spring to clear the ground. (mar 2-tf) E. R. COCHRAN.

H. R. WILSON,
DEALER IN
Tobacco, Cigars, Pipes, Snuff, etc.,
MIDDLETOWN, DEL.

A FULL LINE OF MUSICAL INSTRUMENTS on hand, and trimmings for the same. Instruments repaired.

The Best Five Cent Cigar in Town.
dec 22-tf

100,000 OSAGE ORANGE Plants for Sale.

THE UNDERSIGNED HAS ON HAND and for sale a large and extra choice lot of

1 *Year Old Osage Orange Plants.*

This is the finest lot for size I have ever raised during the past ten years They will run from

2½ to 3 FEET HIGH.

All persons wanting NICE PLANTS at MODERATE PRICES will please call on, or address HENRY CLAYTON,
feb 2-4m Mount Pleasant, Del.

United States Hotel,
(At P. W. & B. Depot,)
Wilmington, Delaware,
GEO. W. ORTLIP, - Proprietor.

HAVING OPENED and re-fitted the above Hotel, I respectfully imform my friends and the public that I am ready to accommodate guests in first-class style and at moderate rates.

Ample accommodations for horses and carriages in connection with this house, with careful hostlers. april3-6m

Reciprocity Shirt!
ALL MADE,
WITH EXCEPTION OF THE BUTTON HOLES
Made of Wamsutta Muslin and
2100 Heavy Linen!

We feel confident that we are giving intrinsically
THE CHEAPEST,
BEST MADE and BEST FITTING SHIRT
THAT HAS EVER BEEN OFFERED FOR $1.25.

The RECIPROCITY SHIRT is superior to most of shirts, first-class, (so-called) for the following reasons:

Our Collar Bands are Linen, and are Three Ply.

Our Cuffs are Linen, and are Three Ply.

Our Bossoms are Lined with Heavy Linen, and are Three Ply.

Our Back Facings are both upper and under; made wide, giving Strength and finish.

☞ To the people that have been accustomed to buy materials for shirts, and have them made up at home, we particularly call to their notice our RECIPROCITY SHIRT. All made but the button holes, and only $1.25 each, at

J. P. DOUGHTEN'S,
No. 410 Market Street.

THE OLD AND RELIABLE,

THE undersigned respectfully informs the citizens of Middletown and vicinity that he is prepared with excellent Horses, Wagons and Carts, to do all kinds of HAULING at the lowest rates. Coal and Lumber hauled at short notice and on the most resonable terms. Orders for baggage or other parcels left at H. R. Wilson's Cigar Store, or at the Post Office will receive prompt attention.

Good Building Sand always on haud.
jan1-77 W. W. WILSON.

FOR SALE!
10,000 FIRST-CLASS CHESTNUT Posts and Rails, dressed or in the rough.
GEO. M. D. HART,
dec 1-tf Townsend Del.

Miscellaneous Advs.

BREAD and CAKES

THE UNDERSIGNED would respectfully inform the citizens of Middletown and vicinity that he has taken the Old Bakery, formerly occupied by John Carroll, at the Corner of Main and Church Sts., and has procured the services of one of the best bakers that Philadelphia affords, and is now fully prepared to furnish anything that may be wanted in the baking line. Call and try my

BREAD,

Also, PLAIN and FANCY

CAKES.

In fact, everything that is kept in a first-class Bread and Cake Bakery will be found at my establishment.

BRANCH BAKERY
at Mrs. E. B. Rice's
Cottage Ice Cream Saloon,
next door to Echenhofer's Meat Market, where all kinds of Bread and Cakes can be found.

Having also increased my facilities for the manufacture of the best quality of

ICE CREAM,

I am now prepared to furnish the same in any quantity—from a spoonful to a barrel—on short notice, and at the lowest rates.

E. B. RICE.
Middletown, Del., April 6, 1878. tf

Come and See Us!

WE HAVE LOCATED OURSELVES AT the store lately occupied by A. T. BRADLEY, On Main Street, adjoining the Machine Shops,
and are now opening as fine a stock of
Groceries and Provisions
as there is in Middletown,
Sugars, Coffees, Teas, Spices, Canned Goods, Soaps, Starch, Meat, Fish, Lard, Flour, Feed, Meal, Tobacco, Segars,
and all the minor articles to be found in the make up of a first-class Grocery and Provision Store.

Sliced Ham and Chipped Dried Beef.

All kinds of country produce in season, for which we will pay the highest market price in cash or trade.

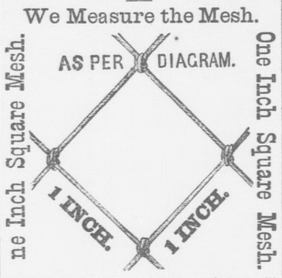
Confident as to the quality of our stock, and our ability to sell as low as the lowest, we respectfully offer ourselves as candidates for the public patronage.

Orders taken and goods delivered in any part of town. Give us a trial order.

JOE T. STILES. S. SEWELL LEATHERBERRY.
STILES & LEATHERBERRY,
mar 30-tf Middletown, Del.

NETTING,
FOR SEINES AND POUNDS.

We Measure the Mesh.



PARTIES ordering Netting or Seines will give the length and depth required when on lines. We allow one-third for rigging, that is if the Seine is to be one hundred yards long and ten feet deep, when on lines, we would make the webbing one hundred and fifty yards long and fifteen feet deep, stretched measure.

In absence of any instruction, we will make as above.

In ordering give full description of what you want; leave nothing to be guessed at.

Parties unknown to us, ordering goods, will be required to make a deposit of one-third the value before we ship them, balance to be paid on delivery.

WM. E. HOOPER & SONS,
nov 17-1y BALTIMORE, MD.

ESTABLISHED 1832.

ODESSA WAGON WORKS.

Constantly on hand a large stock of well-seasoned material.

PLOWS,
AND
PLOW CASTINGS.
Wholesale & Retail.

HECKENDORN, MOORE, CONCAVE, WILEY, ETC.

Harrows, Cultivators, Rollers,
AND
Farming Implements Generally,
AT
REDUCED PRICES.

Sole manufacturers for this State of the
PIONEER STUMP PULLER.
Agents for Keller's Patent, "The Best" Grain Seed & Phosphate Drill.
ALSO,
"The Best" Grain & Hay Rake.

L. V. ASPRIL & SON,
ODESSA, DELAWARE.

N. B.—Repairing done with neatness and dispatch. feb-17tf

A SURE CURE FOR SEAT AND STOMACH WORMS.
DR. HUTCHINSON'S
Vegetable WORM DESTROYER.
25 Cents a Box.
For sale by Druggists and Storekeepers.

A. W. WRIGHT & CO.,
Wholesale Druggists,
Market and Front, Sts.
PHILADELPHIA.
For sale by Adkisson & Co., Middletown, Del. apr 6-tf

$100.000
To Loan on Good
FIRST MORTGAGE.

Stocks and Bonds bought and sold here, and in other cities, at Philadelphia rates, for Cash, or carried on margin, if desierd.

Quotations furnished Gratis on application.

ELLIOTT, JOHNSON & CO.
Bankers and Brokers,
nov 10-1y WILMINGTON, DEL.

Miscellaneous Advertisements.

Furniture! Furniture!!

THIS SOLID WALNUT
CHAMBER SUITE,
(MARBLE-TOP,)
Comprising Bedstead, Bureau, Washtand, Four Chairs, Rockers, Towel-Rack, $49,50.

BEDDING.

Hair Mattresses, all grades,
FEATHER BEDS, ALL QUALITIES,
PILLOWS AND BOLSTERS,
HUSK MATTRESSES, &C.

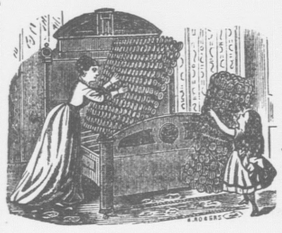
THIS SOLID
Walnut Parlor Set,
Comprising Seven Pieces, covered in Hair Cloth, or any color all Wool Terry, only $58 00.

All Styles of Furniture at Equally Low Prices!

CARPETS! CARPETS!

At our Carpet Department can be seen the largest assortment of all makes and qualities, and best patterns of Foreign and Domestic Carpets at the

LOWEST CASH PRICES.



BUY THE
AGATHORRYTON
SILVER STEEL
BED SPRING,
Warranted All Steel-Wire.
The Best and Most Comfortable Spring in the World. Noiseless and Durable.

FURNITURE,
Bedding and Carpets,
GOULD & CO.'S
Grand Depots. Philadelphia, Pa.

Middletown Drug Store.

Barr's Old Stand. Established 1844.

ADKISSON & CO.,
DEALERS IN
Drugs, Medicines, Chemicals, Perfumery,
Toilet and Fancy Articles, Fine Soaps, Brushes, Patent Medicines,
And Druggists' Sundries Generally.
Pure Wines and Liquors for Medicinal Purposes.
WINDOW GLASS, PUTTY, &c.

☞ Prescriptions and Family Recipes accurately compounded of *Strictly Pure Medicines.* jan5-tf

HALL BROTHERS.

(Formerly of 28 S. Second Street,)
HAVE OPENED THEIR NEW STORE,
No. 1216 Chestnut St., Philadelphia,
WITH A CHOICE AND WELL-SELECTED STOCK OF
DRY GOODS.

Feeling grateful for the patronage extended to us in the past, we would cordially invite an examination of our stock, assuring our customers that only reliable Goods will be found ugon our counters.

BLACK SILKS, NOVELTIES IN DRESS GOODS,
COLORED SILKS, BLACK DRESS GOODS,
FANCY SILKS, BLACK CRAPES AND VEILS,
SILK VELVETS, SHAWLS, SUITS AND SKIRTS.

Hosiery, Gloves, Embroideries, Notions, White Goods, etc.

TABLE LINENS, SHEETINGS, BLANKETS,
TOWELS, SHIRTINGS, COUNTERPANES,
FLANNELS, CLOTHS, ETC., ETC.

Dressmaking in All its Branches.
EDWIN HALL. mar 30-3m LEWIS S. HALL.

Drugs, Medicines, Chemicals, &c., &c.

A large and well selected line of Strictly pure and unadulterated Drugs, Medicines, Chemicals, Perfumery and Toilet Articles always on hand and reduced in prices that defy competition. Patent and proprietary medicines are largely dealt in and being bought principally of the manufacturers in large quantities for cash, I can sell them by the dozen or half dozen at manufacturer's prices.

Physician's Prescriptions are made a Specialty,

and are compounded at all hours with care and despatch, and just as they are written never is an article substituted for anything I have not in stock, unless by the consent of the prescriber, nor is anything left out for the same reason.

Pure Wines and Liquors are kept for medicinal uses only, and everything usually kept by all first-class druggists, and many things that cannot be had at any other place can be had here.

ELECTROPATHY.

Being a graduate of Electropathy I still continue its practice, and during the eleven yeare which I have been using it have had wonderful success, as hundreds of persons treated by me will bear testimony.

I am also agent for Dr. Kidder's Galvanic Battery, and can furnish them at his retail prices in New York. Old Galvanic machines repaired and made as good as new, provided the coil is uninjured.

In order to make up for the great reduction in prices for medicines, &c., I am compelled hereafter to sell for cash on delivery unless otherwise stipulated by special agreement.

Thankful for the favors received during the 25 years I have been in the drug business, I hope by continued application to business to merit and receive a large increase of public patronage.

H. P. BAKER,
July 14, 1877.—1y ODESSA, DEL.

Walton, Whann & Co.'s Acidulated Bone Phosphates.

UNEXAMPLED SUCCESS!

The Practical Tests of many of our most successful farmers have proved that the
Cheapest and Best Manure Now Offered
IS THE

Acid Phosphate,

Manufactured by Walton, Whann & Co.

No Fertilizer has ever given more general satisfaction. Its results are prompt and decided, and such as to insure an unlimited demand, when its intrinsic merits are fully understood.

For Wheat it is Without A Rival,

while on other crops its effects are quite as remarkable. Its extremely low price makes it the

Cheapest Fertilizer ever sold in this State.

☞ Read the following testimonials from some of our most prominent farmers. Their evidence is convincing.

MT. PLEASANT, DEL., April 23rd, 1878.

Messrs. Walton, Whann & Co., Dear Sirs:
You ask me the result of your "Acid Phosphate" upon my wheat, grass, &c., and in reply would state that I used it for the first time in the fall of 1876, and harvested from it the finest crop of wheat I have raised for *fifteen years*, and was so much pleased with the effect of it upon the young clover that followed the wheat crop, that I drilled my whole crop of wheat last fall (1877) with 250 pounds of the "Acid Phosphate" per acre, and at this writing my wheat looks finer than I ever had it to look at this time of the year, and bids fair to be one of the finest crops I have ever raised. I do not hesitate to say that I believe it to be the cheapest and most reliable fertilizer in the market for wheat and grass.

Respectfully yours, HENRY CLAYTON.

P. S. I have never tried it on other crops.

—o—

MT. PLEASANT, DEL., April 19th, 1878.

Messrs. Walton, Whann & Co., Dear Sirs:
Having used your Phosphate for the past 13 years, (though occasionally other kinds) I have made up my mind that yours is *as good as the best.* In the fall of 1876 I tried your "Acid Phosphate" sown broadcast on wheat drilled in on oats stubble, and, although the straw was short, when I came to thresh it, I was agreeably disappointed in the *quantity* and *quality* of the grain Last fall (1877.) I drilled my whole crop of wheat with only 200 lbs of your "Acid Phosphate," and 1⅞ bushels seed wheat per acre, and never had my wheat to look finer at this time of the year. I think it is just the fertilizer we want; coming at a reasonable price, and amply repaying the outlay. Yours, THOS. CLAYTON.

—o—

MIDDLETOWN, DEL., April 16th, 1878.

Walton, Whann & Co., Gentlemen:
I purchased from your agent, Mr. Henry Clayton, last fall, some thirty tons of your "Acid Phosphate" and applied it to my wheat crop both in Delaware and Maryland. Being so much less in price than other phosphates, I determined to test it by the side of the higher priced. I therefore placed by the side of the "Acid Phosphate" manufactured by you, two high priced phosphates, one at forty-five dollars per ton, and the other at forty-three. No living man can, at this time, see any difference in the wheat, and I believe, that at harvest, your "Acid Phosphate" will produce as many bushels of wheat per acre, as any superphosphate manufactured by any firm in the United States. B. T. BIGGS.

—o—

SUMMIT BRIDGE, DEL., April 13th, 1878.

Walton, Whann & Co., Gentlemen:
For years I have used your Raw Bone Super Phosphate with good results, both for wheat and grass. In the fall of 1876, I was induced to try some of your "Acid Phosphate" and was so well pleased with it that I used it exclusively last fall on my wheat, and bids fair to exceed any phosphate I ever used. Truly yours, &c., J. L. ELIASON.

NEAR MT. PLEASANT, DEL., April 22d, 1878.

Messrs. Walton, Whann & Co., Gentlemen:
Upon the recommendation of a number of my neighbors who had used your "Acid Phosphate" the year before, I decided to try it on my wheat last fall, and purchased of your agent, here, H. Clayton, 12 tons, which I sowed at the rate of 250 lbs. per acre, the effect of which is just as marked and decided upon the wheat at this time (showing to the very drill row) as any phosphate that I ever used which *cost me double the money;* and should it continue to hold out until harvest, as it now *bids fair to do,* I shall use it again exclusively this fall. Very Respectfully' JOHN A. JONES.

—o—

MT. PLEASANT, DEL, April 18th, 1878.

Messrs Walton, Whann & Co:
For the past ten years I have been using Rhodes, Watson & Clark, Whann's Raw Bone Super Phosphate and Grange Mixture Super Phosphates with good results. But after seeing the results of your "Acid Phosphate" on my neighbor's, Mr. Henry Clayton's wheat of last year, I was convinced in my mind that it was the most profitable. I used the "Acid Phosphate" last fall, and at the present writing I am fully satisfied that my wheat looks better than I ever had it to look from any of the above CHAS. S. ELLISON.

—o—

SUMMIT BRIDGE, DEL., April 6th, 1878.

Messrs. Walton, Whann & Co.:
With pleasure I here state that your "Acid Phosphate" that I used in the fall of 1876 by the side of another leading phosphate of much higher price, yielded results as good, if not better, than the high price phosphate, (costing $20 more per ton,) and was so well pleased with it that I used ten tons of it in the fall of 1877, which promises at the present time to give better results than other phosphates of much higher price in neighboring fields I shall use it on one hundred acres or more this fall. JOHN W. REYNOLDS.

—o—

ST. GEORGES HUNDRED, very near MIDDLETOWN, DEL., April 13th, 1878.

Henry Clayton, Esq., Dear Sir:
The other day when about driving off and in a hurry, you asked me my opinion of the different phosphates which we have been using of late years. My answer now, when at leisure, is, that as long as Walton, Whann & Co. maintain the present standard of excellence, I shall use no other than their "Acid Phosphate," it having met my wheat growing requirements better than any other (the once famous Turne.'s "Excelsior" not excepted), and I do believe there is much more wheat in the same amount of money layed out than in any other Super Phosphate on the market. I have not used it for any other grain crop, but hear my neighbors speak highly of its corn growing qualites. Whenever I see farmers carting grain to market in Super Phosphate bags, I know at once they never contained Walton, Whann & Co's. acidulated Bone, but on the contrary, a good deal of worthless "drier," of no avail in grain growing. Very Truly Yours, JOSHUA CLAYTON, of THOS.

For terms and full information apply to Henry Clayton, or W. P. Biggs, Mt. Pleasant, or Joseph Hanson, Middletown, Delaware.

Miscellaneous Adv'ts.

WARREN S. MARS,

A DARK BROWN, SIX-teen hands high, of very fine style and action, 5 years old, sired by Mars, he by Basil, by Mariner, out of Cassandra, Mariner by Shark, out of Bonnets o'Blue, Shark by American Eclipse; Cassandra out of imp. Priam, by Flirtilla. Mars' dam, Platina; she by Beverly, out of Eliza Boyce; Beverly by Antrobus, out of Ellen Hoce; Antrobus by imp. Priam; Eliza Boyce by imp. Forrigner. 1st dam—Countess, she by Felton's Black Hawk, Ticonderoga. 2d dam—Algiers: 3d dam—Comet. For further particulars in regard to pedigree apply to the subscriber.

Persons wishing the service of a good horse will do well to see Warren S. Mars, before engaging the services of any other horse.

Warren S. Mars will stand alternate weeks at MAXWELL'S HOTEL, Middletown, and B. D. LONGLAND'S HOTEL, St. Georges, Delaware.

Season commences the 12th of March, and ends the 12th of June

TERMS—$10 Single Service; $20 Spring Season; $30 to Insure. Single service money due at time of service; season service money due at end of season; insurance money due when mare is ascertained to be with foal. Any one parting with an insured mare will be held responsible for service money.

GEO. W. NAYLOR, Prop'r.
ALEX. MAXWELL, Agent.
Middletown, Del., March 16, 1878. tf

LIBERTY.

BY RYSDYK'S HAMBLETONIAN, will make the season of 1878, at Middletown and vicinity.

Terms reduced to $25 to insure, $5 of which is certain money.

The colts of this horse show speed, size, form and good color. We invite their inspection.

For further information apply to
HAMBLETONIAN STOCK ASSOCIATION,
mar 30-tf Middletown, Del.

J. E. TYGERT & CO.
MANUFACTURERS OF
STAR BONE PHOSPHATE
AND
PURE GROUND
BONE.

Also, Dealers in Fertilizing Materials of all kinds.

Offices { 42 South Delaware, Av., Phila., Pa. / Smyrna, Delaware. octtl

Lucas' Mixed Paint!
Are you Going to Paint your House?

IF SO, IT WILL PAY YOU TO TAKE the trouble to examine into the merits of *LUCAS' MIXED PAINT*—all colors, ready mixed. Has peculiar and valuable advantages over other mixed paints. Manufactured by that old, well known and reliable paint manufacturing firm, John Lucas & Co, Philadelphia. On their authority, and our own knowledge of the paint, we unhesitatingly put the strongest guarantee there is.

Our local reference will be to the persons who have painted their houses with this Paint.

Send for color card and prices to
G. E. HUKILL,
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Time Tables.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Del. Division.—Time Table.

WINTER ARRANGEMENT

ON and after Monday, NOV. 26th, 1877, (Sundays excepted,) Trains will leave as follows:

SOUTHWARD. Passenger. A. M.	P. M.	A. M.		NORTHWARD. Passenger. P. M.	A. M.	A. M.
7 00	3 00	10 00	—Baltimore—	11 55	3 35	7 55
8 00	5 15	11 45	—Philadelphia—	10 05	1 45	6 55
9 30	6 30	1 15	—Wilmington—	8 50	12 10	4 45
9 38			—Del. Junction	8 43		
9 50	6 48	1 33	—New Castle—	8 32	11 50	4 24
9 52	6 50		—State Road—	8 24	11 42	4 15
10 01	6 59		—Bear—	8 21	11 39	4 16
10 04	7 02		—Rodney—	8 13	11 30	4 09
10 12	7 10	1 56	—Kirkwood—	8 11	11 28	3 58
10 22	7 20	2 06	—Mt. Pleasant—	8 02	11 17	3 46
10 40	7 38	2 23	—Middletown—	7 54	11 07	3 26
10 49	7 47	2 32	—Townsend—	7 57	10 40	3 19
10 54	7 52	2 37	—Blackbird—	7 31	10 29	3 12
11 03	8 00	2 44	—Green Spring—	7 24	10 31	3 02
11 11	8 06	2 55	—Clayton—	7 19	10 26	2 55
11 27	8 26	3 10	—Symrna—	7 00	10 16	2 40
11 17	8 11	3 00	—Brenford—	7 12	10 15	2 40
11-24	8 18	3 07	—Moorton—	7 05	10 08	2 30
11 35	8 29	3 19	—Dover—	6 53	9 58	2 15
11 42	8 35	3 26	—Wyoming—	6 45	9 49	2 03
11 50		3 34	—Woodside—		9 40	1 51
11 55		3 39	—Canterbury—		9 35	1 45
12 00		3 44	—Felton—		9 30	1 39
12 14		3 59	—Harrington—		9 19	1 24
12 21		4 06	—Farmington—		9 07	1 11
12 31		4 17	—Greenwood—		8 58	12 59
12 45		4 27	—Bridgeville—		8 48	12 48
1 05		4 43	—Seaford—		8 32	12 30
1 20		4 57	—Laurel—		8 76	12 10
1 32		5 10	—Delmar—		8 05	11 55

Smyrna Branch Trains—Additional to those above leave Smyrna for Clayton 10 45 a m 2 40 and 7 45 p m. Leave Clayton for Smyrna 7 25 a m., 3 00 and 8 10 p m., to make connection with trains (North and South) from Clayton.

CONNECTIONS:

At Townsend, with Queen Anne's and Kent Rail Road. At Clayton, with Maryland and Delaware Rail Road. At Harrington, with Junction and Breakwater Rail Road. At Seaford, with Dorchester and Delaware Rail Road. At Delmar, with Eastern Shore Rail Road, and Wicomico and Pocomoke Rail Road and Worcester and Somerset Rail Road.

dec. 2-tf H. F. KENNEY, Sup't.

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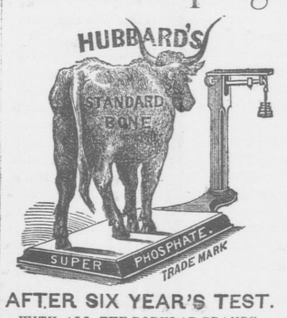

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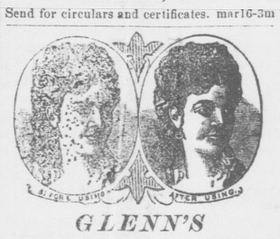

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